

PORT MARINE SAFETY CODE UPDATE

1.0 EXECUTIVE SUMMARY

- 1.1 As the Harbour Board was previously advised, Argyll & Bute Council appointed Marico Marine to provide an independent Designated Person (DP) service, as described in the Port Marine Safety Code (PMSC). The DP has highlighted a need to undertake a number of specified works that have been identified through recent audits.
- 1.2 Members are asked to note that the PMSC applies to all harbour authorities in the UK that have statutory powers and duties. The PMSC represents good practice, as recognised by a wide range of industry stakeholders. In order to comply with the Code, harbour authorities must publish a comprehensive safety plan, along with a regular assessment, showing the authority's performance against the plan.
- 1.3 The Safety Management System (SMS) document has now been published on the Council's web site.
- 1.4 The next round of 'User Group' meetings has commenced.
- 1.5 The actions from harbour audits carried out by the Designated Person are attached to the appendix to this report, along with their current status - changes since the last report have been highlighted in bold type.
- 1.6 It is recommended that Members note this report.

PORT MARINE SAFETY CODE UPDATE

2.0 INTRODUCTION

2.1 This report provides a further update on ongoing initiatives to ensure compliance with the Port Marine Safety Code; it follows on from the last report presented to the Harbour Board in November 2016.

2.2 It was explained in previous reports that the Council has appointed 'Marico Marine' to provide an independent "Designated Person" (DP) service, as described in the Port Marine Safety Code (PMSC), on a three year contract which expires in December 2017.

3.0 RECOMMENDATIONS

3.1 Members are asked to note this report.

4.0 BACKGROUND

4.1 As a 'Statutory Harbour Authorities' (SHA), the Council has specific obligations set out in national legislation (notably the Harbours Act 1964). All SHAs are subject to the Port Marine Safety Code (PMSC). The Code is endorsed by the UK Government and representatives from across the maritime sector and, whilst the Code is not mandatory, these bodies have a strong expectation that all harbour authorities will comply.

4.2 In order to comply with the Code, the Council must develop and operate an effective marine 'Safety Management System' (SMS). Each harbour authority must appoint a DP to provide independent assurance directly to the "Duty Holder" that the marine Safety Management System (SMS) is working effectively. Their main responsibility is to determine, through assessment and audit, the effectiveness of the Marine SMS in overall compliance with the Code.

5.0 DETAIL

5.1 As reported previously, audits have been carried out by the Council's DP at the following locations and dates:- Rothesay (January 2015), Oban (April 2015), Oban Times Slip, Port Beag Slip, Crinan Ferry Slips and Crinan Harbour Quay

(April 2015), Campbeltown harbour (January 2016), and Dunoon (September 2016). The actions from all audits are attached to the appendix to this report, along with their current status - changes since the last report have been highlighted in bold type.

5.2 The Safety Management System (SMS) document has now been published on the Council's web site under 'Piers and Harbours'.

5.3 The next round of 'User Group' meetings has started. Meetings at Rothesay, Oban and Dunoon have now taken place – both the Rothesay and Oban User Group Meetings have elected Chairs. A calling notice for the Campbeltown Harbour User Group meeting has been issued and this meeting will be held later in January.

5.4 Discussions are ongoing with both the Waverley Trust and Argyll Ferries to arrange separate meetings early in 2017.

6.0 CONCLUSION

6.1 The Safety Management System (SMS) document has now been published on the Council's web site. The next round of User Group meetings has commenced. Actions to address issues raised by the DP in previous audits are either complete or ongoing – as identified in the attached schedule to this report.

7.0 IMPLICATIONS

7.1	Policy	None directly arising from this report
7.2	Financial	The appointment of Marico Marine as 'Designated Person' has been met through operational budgets.
7.3	Legal	Any failure to implement the PMSC could have legal consequences in the event that there should be a marine incident.
7.4	HR	None
7.5	Equalities	None
7.6	Risk	The Council is undertaking to carry out actions to minimise risk to Council as a result of the operation of our Ports and Harbours
7.7	Customer Services	Having a completed Port Marine Safety Code in place will assist port customers with the use of our Ports and Harbours and Council staff with their safe operation.

APPENDICES – Port Marine Safety Code – Actions Update

Executive Director of Development and Infrastructure: Pippa Milne

Head of Roads & Amenity Services: Jim Smith

Policy Lead: Councillor Alistair MacDougall

19 December 2016

For further information contact: Stewart Clark, Marine Operations Manager

Tel: 01546 604893